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CENTRAL INTELLIGENCE AGENCY 25X1REPORT

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COUNTRY East Germany

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SUBJECT Plans for the Improvement of East German Railroad Installations between 1954 and 1960

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1. Replacement of the Permanent Way between 1954 and 1960:

a. Planned Performance:

Year	Trackage (in km)	Switches (in units)	Rails (in km)	Ties (in km)
1954	450	875	100	205
1955	772	2769	100	276
1956	770	2769	100	276
1957	770	2769	100	276
1958	770	2769	100	276
1959	770	2769	100	275
1960	367	920	100	264

Total: 4669 15640 700 1848 1

b. Materials Required for this Work:

Year	Rails (in tons)	Rolled Products (in tons)	Reinforced Concrete Ties (in tons)	Wooden Ties (in cubic meters)	Short Ties (in cubic meters)	Small Iron Fittings for Tracks (in tons)	Concrete Ties (in units)
1954	59875	8300	11400	97400	20000	32620	5630
1955	100845	11300	11400	139236	30000	51620	11300
1956	100845	11300	11400	129236	30000	51620	11300
1957	100845	11300	11400	129236	30000	51620	11300
1958	100845	11300	11400	129236	30000	51620	11300
1959	100845	11300	11400	129236	20000	51620	11300
1960	51100	5700	6000	78820	20000	30870	5760

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2. Bridge Repair Work:

Between 1955 and 1960, a total of 26,100,000 eastmarks is scheduled to be spent in annual instalments of 5,220,000 eastmarks on general bridge repair work. A sum of 36,200,000 eastmarks, i.e. 7,240,000 eastmarks annually, is earmarked for the construction of new bridges. A sum of 16,000,000 eastmarks will be used for the replacement of military bridge equipment by permanent bridges. This adds up to a total of 78,300,000 eastmarks or 15,120,000 eastmarks annually to be spent on railroad bridge construction work. A total of 12,000 tons of steel, i.e. 2,000 tons annually, is required for this five-year reconstruction program. 3

3. Investments to Be Made with a View to Increase the Carrying Capacity of Railroad Lines.

Year	Construction of Lines		Reconstruction of Second		Construction of		Construction of	
	Km of	Money	Km of	Money	Km of	Money	Km of	Money
	Trackage	Required	Trackage	Required	Trackage	Required	Trackage	Required
		(in million eastmarks)		(in million eastmarks)		(in million eastmarks)		(in million eastmarks)
1954	26.8	62.1	429.4	84.5	100.3	50.8	67.7	21.9
1955	78	102	216.5	74	114.5	91.6	142.5	31
1956	130.5	103.5	413	106.5	97	138.5	90	18
1957	69.5	29.5	773.5	204.1	72	102.9	30	12
1958	76	57	535	136	29	42	20	8
1959	216	124	177	48	22	37	20	8
1960	150	67	136	34	15	28	20	8

Total: 4342.2 km of trackage 1,836.9 money required (in million eastmarks) 4

4. Manufacture of Locomotives and Rolling Stock.

Year	Locomotives		Freight Cars		Passenger Cars	
	Units	Money Required	Units	Money Required	Units	Money Required
		(in million eastmarks)		(in million eastmarks)		(in million eastmarks)
1954	6	4	4050	60	-	-
1955	100	40	8400	126	500	80
1956	200	80	9600	144	500	80
1957	200	80	9500	143	500	80
1958	200	80	13500	200	400	64
1959	200	80	8200	123	400	64
1960	200	80	8300	125	400	64

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5. Locomotives to be Deactivated.

1955	1956	1957	1958	1959	1960
120	200	220	250	250	250

This tabulation adds up to a total of 1,290 locomotives to be deactivated including 360 units from the park of damaged locomotives. 6

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6. Tabulation of Freight Cars.

Year	Deacti- vated	Newly Built	Total	Park of Operational Cars	Special Pur- pose Cars	Under Repair	Cars Operating abroad	Foreign- Owned
1954	3820	4050	141600	-	-	-	-	-
1955	4000	8400	146000	120000	4000	14000	16000	8000
1956	5100	9600	150500	124000	4000	14000	16500	8000
1957	5500	9500	154500	128000	4000	14000	17000	8500
1958	6500	13500	161500	135000	4000	14000	17000	8500
1959	4000	8200	165700	140000	3000	14200	17000	8500
1960	4000	8300	170000	144000	3000	14500	17000	8500

7 and 8

1. Comment. The track and rails replacement program would cover about one sixth of the entire East German railroad net; the number of switches to be replaced is a fifth of the total available. During the current five-year plan, which covers the period from 1951 through 1955, it had been envisaged to have 2,300 km of trackage replaced. However, due to a shortage of materials, only 112 km of tracks, i.e. 4.9 percent of the total planned, had been replaced by late October 1953.
2. Comment. Contracts have been concluded for the delivery of a total of 50,000 tons of rails from the USSR after 15 October 1953. As the profiles of the Soviet rail material differ from German profiles, the possibility of using them is limited. The execution of the track replacement program would depend on the continuation of Soviet rail deliveries throughout the following six years at a rate of 50,000 tons per year or even higher, because it appears doubtful whether the output of the Max Huetten Foundry in Unterwellenborn near Saalfeld, the only such plant in East Germany, can be considerably increased.
3. Comment. Maintenance work on railroad steel bridges in East Germany requires about 5,000 tons of steel annually. On 1 June 1953, a total of 25 bridges built of military bridge equipment and representing an over-all length of about 2,000 meters were still in use.
4. Comment. These rail requirements will have to be added to the material mentioned in paragraph 1 b of the present report. This means that a total of 9,361 km of trackage would be required for the period until 1960.
5. Comment. So far, no standard-gauge locomotive has been built for the East German railroad administration since 1945. The 1954 Economic Plan envisages the manufacture of two standard-gauge locomotives and of three electric or Diesel-electric locomotives.
6. Comment. As of 30 September 1953, the park of damaged locomotives included 431 state-owned locomotives and 832 foreign-owned locomotives. On the day mentioned, a total of 4,977 state-owned locomotives, 373 column-locomotives, and 45 foreign-owned locomotives were available in East Germany. Approximately 63 percent of the operational locomotives were older than 34 years and therefore should have been deactivated a long time before.
7. Comment. According to a count made on 24 September 1953, 103,970 operational freight cars and 32,058 non-operational freight cars were available on this day. About 34.6 percent of these cars were 40 to 62 years old and thus should have been deactivated years before.
8. Comment. The present report supplements previous information

 The realization of the rather ambitious investment program would depend on the financial and material help of the Soviets. It is doubted whether this help will be forthcoming on the scale required.

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